

DAMAGE CONTROL INSPECTION GUIDE (SEIE/OBA)

1. General: The DCPO will need to be off the watchbill. When doing DC equipment checks it is helpful to have a knowledgeable person (like a divisional DCPO) to help with equipment after it has been inspected. The DC equipment inspection will consist of a quick check using the applicable MRC as a guide. Have additional security seals. For OBA/locker inspections, bring the shim tool, the 0-30 in-lb torque wrench (listed in MRC Q-8R), and an OBA training/PMS canister. If you don't have a training/PMS canister, get permission to use a regular canister for PMS checks. For fire extinguisher and LIOH Hopper checks, you will need the scales for CO2 and AFFF extinguishers, LIOH canisters, and PKP CO2 cartridges. Please ensure the extinguisher scales are configured so they can be hung from an overhead padeye (i.e. by putting an extra hook on them). For the LIOH canister and CO2 cartridge scales, make sure you have something to attach the canister/cartridge to the scale with. Make sure you have a tool to remove the PKP fill caps if they are too tight and an extra PKP pull pin. For the LIOH checks, make sure the hoppers and canisters are accessible for the second day inspection.
2. Auxiliary division current and previous quarter PMS records that show MRC accomplishment will be reviewed. If they are on paper, please provide them. If they are only on computer, have the 3M PO contact the Senior Inspector.
3. First Day: DC equipment inspection except for fire extinguishers and LIOH Hoppers. DCPO will meet the Senior Inspector in the Engine Room when directed. For the OBA training canisters, be prepared to discuss how they are controlled and marked for usage.
4. Second Day: On the way to Test Depth (normally mid to late morning), the ship needs to stop at 600 ft and have someone enter each escape trunk to remove and reinstall the bubble skirt, observed by the Senior Inspector. At test depth the Senior Inspector will enter and inspect the escape trunks. Someone will need to place the sea pressure gage on service and demonstrate operation of the Hood Inflation System using either a training SEIE suit or the Hale-Hamilton test set. In the afternoon the DC equipment inspection will continue with anything that wasn't finished on day one. After the first run through the ship is completed, fire extinguishers and LIOH will be inspected.
5. Third Day: Finish with fire extinguishers and/or LIOH. Make sure the LIOH hoppers and canisters are accessible. LIOH curtains will be inspected if onboard.
6. NEP Inspector. The NEP inspector will look at the Oxy-acetylene cutting rig(s) and Steam Suits. Please have whoever is responsible for that equipment see him.
7. Inport Day: Will do some or all of the following:
 - a. Inspect AFFF internal tube/fill tube.
 - b. Escape Trunk Sea Pressure Sensing line PMS A-80 Q-5R (688)/Q-3R (TRID).
Note: This will require the escape trunk to be clear. Have whoever will be doing that see the Senior Inspector before we pull in.
 - c. HIS operational check if not done at test depth.
 - d. Other evolutions based on inspection results.